

September 2, 1999

To: Roadway Design Personnel
ADOT and Consultants

From: Terry H. Otterness
Design Program Manager
Roadway Design Section

Re: **Sidewalk Ramp Standards**
Std. C-05.30- August 1999 - 6 sheets

Updated sidewalk ramp standards have been developed to comply with current ADA requirements. Revisions to the sidewalk ramps include provisions for continuous pedestrian bypass and an expanded landing to accommodate pedestrian push buttons at signalized intersections, where applicable. Existing sidewalk ramp Type 1 has been renamed to Type 5 and new Type 1 and Type 6 sidewalk ramps were added. The length of the wings on sidewalk ramps Type 1 and 6 were revised to develop typical sidewalk ramps that will satisfy ADA requirements in most locations.

The new **Type 1** sidewalk ramp Standard, titled **SIDEWALK RAMP WITH PEDESTRIAN BYPASS**, is a modified version of the previous Type 2 ramp with a four (4) foot bypass behind the ramp. The new Type 1 sidewalk ramp is not intended for use at signalized intersections **with** pedestrian push buttons. This sidewalk ramp can be used at signalized intersections **without** pedestrian push buttons. The signal pole would then be located outside the sidewalk area.

The **Type 2** sidewalk ramp will remain, with potential application at diamond traffic interchange intersections. This sidewalk ramp Standard, titled **SIDEWALK RAMP WITHOUT PEDESTRIAN BYPASS**, has been modified to be used at locations where the sidewalk does not continue past the sidewalk ramp. If the sidewalk ramp has the potential to be extended in both directions at some future date, do not use this standard.

The **Type 3** sidewalk ramp Standard, titled **SIDEWALK RAMP AT BARRIER TERMINUS- SIDEWALK BEHIND BARRIER**, has been modified slightly but will have limited use due to the half barrier being moved to the back of the sidewalk on most structures. The new Type 2 sidewalk ramp can be used on the structure side of the ramp when the sidewalk is not behind the half barrier.

The **Type 4** sidewalk ramp Standard, titled **SIDEWALK RAMP AT MIDBLOCK**, has been modified to account for the four (4) foot bypass behind the ramp.

The new **Type 5** sidewalk ramp Standard was the previous Type 1 and is titled **SIDEWALK RAMP AT MEDIAN ISLAND CROSSING**.

A new **Type 6** sidewalk ramp Standard, titled **SIDEWALK RAMP WITH PEDESTRIAN BYPASS (FOR USE WITH PEDESTRIAN PUSH BUTTON)**, has been developed for a signalized intersection installation with pedestrian push buttons.

This new ramp detail is similar to the Type 2 ramp, but includes a four 4) foot bypass with a signal pole and pedestrian push button landing.

Pending revisions to the ADA Guidelines will have an exception that permits parallel sidewalk curb ramps constructed along sloping sidewalks to be steeper than 12:1 if a ramp at 12:1 would extend more than 96 inches in length. The new ADOT ramp Types 1 and 6 were designed using this maximum ramp length in the ramps wings. This conservative design was selected to satisfy the ADA requirements without extensive design at each sidewalk location. Areas with severe slopes or special conditions will still require individual designs and details.

The federal ADA Guidelines should be reviewed with the new ADOT sidewalk ramp details to ensure the ADOT detail will satisfy any site specific issues. The ADA Guidelines are included in the Federal Register for review.

Please distribute this memo to design personnel, project managers and other affected personnel within your respective groups.

Please contact Tom Scheck, Jeri Pulkinen, Bob Trujillo or me at 602-712-7341 for any questions you may have regarding sidewalk ramps.

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Roadway Engineering Group
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